


## Shipping

**Shipping.**

**Steamers.**

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.


 The Co.'s Steamship  
*Wingang,*  
Capt. D.A. de S.A. CHOI,  
will be despatched a  
above on SATURDAY, the 8th Instant, at  
Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, September 1, 1894. 1423

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

 The Steamship  
*Glenorchy,*  
Captain SOMMER, will be  
despatched as above on  
or about the 8th Instant.

This Steamer has Superior Accommoda-  
tion for Passengers, and carries a Dock

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
 Agents.  
 Hongkong, September 3, 1894.

---

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship  
*Teucer*  
Captain RILEY, will  
be dispatched as above  
TUESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE**  
Agents.  
Hongkong, August 31, 1894.

FOR NEW YORK VIA SUEZ CANAL

The Steamship

411  
ON  
above Port on or about THURSDAY,  
13th September.  
To be followed by

S.S. *Ennerdale*, about 30th September  
And  
S.S. *Strathleven*, about 10th October  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co  
Agents.  
Hongkong, August 17, 1894.

CHINA NAVIGATION COMPANY  
LIMITED.

FOR PORT DARWIN, QUEENSLAND,  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
*Chingtu*,  
R. INNES, Commanding Officer,  
will be despatched  
above on TUESDAY, the 18th Sept.  
3 p.m.

The attention of Passengers is directed

to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures supply of Fresh Provisions during entire voyage. A duly-qualified Surgeon

carried, and the Steamer is fitted thro  
out with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE**  
Agents,  
Hongkong, August 23, 1894.

---

**Sailing Vessels.**

---


**FOR NEW YORK.**

The 100 A.T. British Ship  
*Bidston Hall*,  
shortly expected from S  
HAL, will load for the  
Port, and will have quick despatch.


For freight, apply to  
**SIEMSEN & CO.**  
 Hongkong, May 26, 1894.

---

**FOR NEW YORK.**

 The S/S L.L.I. Amer. Bar  
George S. Homer,  
Hemson, Master, will load  
for the above Port, and  
have quick despatch.  
For Freight, apply to


SHEWAN &  
Hongkong, August 20, 1894.  
FOR SAN FRANCISCO.  
The 100 A.I. British Bar


 SILBERTHORP,  
 GIBBS, Master, will load  
 for the above Port, and  
 have quick despatch.  
 For Freight, apply to  
 SHEWAN &

Hongkong, June 16, 1894.

---

**FOR NEW YORK.**  
The 3/3 A.T.I. American  
*Susquehanna*



will load for the above  
and have quick despatch.

For Freight, apply to  
**SIEMSEN &**  
Hongkong, August 22, 1894.

**Insurance.**  
**THE MELJI FIRE INSURANCE**  
**COMPANY LIMITED.**

and  
).  
Ship  
os, will  
above

OF TOKYO.

**THE AGENCY** of the above  
Company having This Day  
Transferred to the Undersigned  
now prepared to ACCEPT RISKS

**FIRE** at Current Rates,  
For the **MIYUI BUSSAN KA**  
**Co., K. FUKUI,**  
**Manag.**  
1850 Hongkong, July 2, 1894.

100







The *Shanghai Mercury* of the 30th ult., contains the following paragraph, which seems to be a scientific attempt to connect the exceptional heat at Shanghai with the appearance of a comet. If there was a comet or any other body of exceptional interest visible in the heavens why does not our expensive Observers tell us something about it? The Australian and South African meteorologists keep the people who pay them well posted in these matters:—

There exists little reason to doubt that on the 24th or 25th an important comet passed the perihelion point. From the accounts given of its appearance by the observers, it is approached in retrograde orbit, and must have passed close, possibly within a million or so miles of the solar surface, which would give a velocity of perhaps 200 in miles per second, or a heat equivalent of some 25 million times that of the sun. The particles of the comet come in collision with the meteoric matter known to surround the sun, an amount of heat probably appreciable must have been generated. The question is, in the absence of knowledge of the nature and conditions of the comet, we cannot of course arrive at. Now, it is an old story that connects vintage with comets, and the year 1841, when one of the largest comets of the century passed and the vintage was long remembered, and 'comet' port was for nearly half a century well known. This is, however, only another way of expressing a hot, dry summer. For long, till the spectroscopic researches into the nature of comets, this connection was looked upon simply as a popular superstition, but with increasing knowledge, and the working out by Joule, of what is known as the 'mechanical equivalent of heat,' a scientific basis was afforded to the popular theory. It is quite within the limits of scientific deduction that the extremes heat to which we have been subjected for the last two weeks may have its explanation in the passage of a comet, or comet, to the sun, a comet which, however, seems, except in one or two instances, to have escaped observation. If the comet has not been dissipated by its near approach to the sun, it is quite possible that it may be seen on the 25th or 26th, near the horizon between shortly after sunset in the course of the next few days.

From a pattern made by Swinburne,  
In a book that's at the Club.

whose existence depends on the maintenance of a solidarity of commercial interest between the East and West. Yet we have him

Princess Baltykoff (the well-known patron of the turf), at Slough, in Buckinghamshire, S.

FLOODS AT LUCKNOW.  
The second day's racing at Lucknow on  
Friday afternoon had to be abandoned in

Do. ... 4 P.M.	77
Maximum ...	85
Minimum over night	60



